

## THE RECENT ROADS CONGRESS AT PARIS

An International Bureau To Be Established Through The Energy Of American Delegates.

Washington, D. C., Nov. 22.—(Special correspondence of The Republican.)—Logan Waller Page, Director of the Office of Public Roads of the United States Department of Agriculture, who was named by President Roosevelt as head of the American Commission to the recent International Roads Congress at Paris, returned to Washington a few days since, firm in the belief that in some of the more scientific branches of highway construction the United States has nothing to learn from the older nations, though he was willing to concede that those countries surpass this to an amazing degree in the percentage of improved road mileage and in the jealous care with which their splendid highways are maintained.

Among the many things which especially impressed Mr. Page during this European trip were the methods for regulating automobile traffic in France and England; the belief of a majority of the delegates to the roads congress that the automobile running at average speed is not detrimental to highways; the splendor of French hospitality; the discovery that many miles of very satisfactory highways in England have

been constructed by mixing limestone and granite after the methods set forth in publications issued through the United States office of public roads; and the amusing discussion now being carried on by English automobilists against horse traffic in city streets and upon suburban highways.

It is his belief that from the congress itself at least one big result will flow and credit for that must go to America. On a suggestion by Mr. Page, it was determined to create an international bureau of roads, similar in some respects to the international bureau of navigation. This body will consist of two or more delegates from each of the 29 governments represented at the congress. Its purpose will be the collecting of all possible information on road work, the passing on it by a committee of experts, and its distribution throughout the world.

The ultimate benefits of so far-reaching a move cannot now be estimated, but the world will some day carry a heavy debt of gratitude to the government whose highway representatives conceived the thought of such a bureau, and brought to its support the delegates of every civilized country on the globe.

Credit must go to Mr. Page for the proposed creation of a memorial to M. Tresselt, the great French highway engineer who was the originator of the modern French system of road maintenance, and who began the building of the incomparable system of highways that has made France famous as a road-building nation. The resolution to that effect was introduced by Mr. Page and unanimously adopted. The secretary general being empowered to receive contributions with which to carry out its provisions.

Asked what plans France had made for the visitors, Mr. Page said that he had been amazed at the manner in which the republic had planned for the comfort and the entertainment of the delegates.

Among the functions was an elaborate reception at the Elysee Palace where the national delegates were received by President Fallieres. The sessions of the congress were held in a vast auditorium at the Sorbonne; the various sections meeting in rooms especially furnished for their comfort and convenience at the Hotel de Ville de France in a corner of the beautiful garden of the Tuilleries.

Besides the official reception at Elysee Palace, there was a special theatrical entertainment given at which a famous French actress recited a poem specially written for the occasion; a reception at the palace of the minister of public works; another at the magnificent Hotel de Ville; side excursions to Fontainebleau and Nice; and a luncheon at the beautiful Palace at Versailles.

This latter function was of especial interest to many Americans because of the historical associations lingering about the magnificent palace. The luncheon was served in the superb orange room, and when the delegates, to the number of over 750 had taken seats, the fountains which form the great decorative features of the superb apartments, were set playing, a tribute by France to the visitors, for it is only on rare occasions that the water is turned into this chain of basins.

At the reception at the Hotel de Ville the visitors were also treated to scenes of splendor foreign to American ideas of simplicity. A regiment of the picturesquely uniformed Chasseurs of the French army were detailed to every step of the grand marble staircase down which the delegates passed;

and thence in double rows to the state dining rooms and grand salons. Grati-fying and impressive as were these examples of almost royal hospitality, the chairman of the American delegation found more of interest in the perfection of the system of roads with which the republic is provided, and in the systematic method of maintaining them to the highest degree of efficiency. He was told that on the magnificent road leading from Paris to Versailles 5,000 automobiles pass every way on each fine day, but he noted that it was in such perfect condition that it was practically as dustless as the carefully swept asphalt street of a large city.

No better macadam roads are built in France than can be and are built in this country; but the maintaining of these roads is attended to with the utmost care, and for that reason the highways are invariably in such splendid condition that they excite the envy of American visitors.

Prior to his arrival at Paris, Mr. Page spent some days in England in the company of some of the famous highway engineers of the empire, examining roads throughout England. It is his belief that England has arrived as near to the solution of dustless roads—the present day problem of all highway engineers—as any nation. Her engineers have given the use of bituminous materials for spraying macadam roads the utmost thought and care.

Spraying highways with such materials after science has been called to the aid of the highway builder, has a tendency to preserve the solidity of the roads and prevent the formation of dust; and England has made such progress in this branch of road study that many miles of suburban roads are as free from the disease-breeding dust nuisance as the best kept streets of the principal cities of the world.

So firm are the highway scientists in the demand that these conditions not merely maintain but improve, that a first fight against the horse has been taken up by the automobilists.

When the motor car began to come into use, the teaming interests of the world were strong. They berailed the automobile in unmeasured terms; said that it was a menace to the public and to the horse; that it endangered life and limb; in fact advanced every argument against it that from time immemorial has been advanced against the advent of every great invention or civilizing influence.

In the early days of the American republic, the pack-saddle men fought bitterly against the advent of the wagon. They declared it would make possible the carrying of heavier loads and the consequent ruining of the pack-saddle industry; the wagon men fought the stage coach on the theory that it would facilitate traffic and throw wagon men out of work; the stage coach men battled against the railroads on the theory that the running of steam cars would drive out the stage coach driver; and each in turn was forced to make way.

The fight of the horse car men against the trolley car is remembered by all. The claim was then made

## List of Property for Sale. Estate J. Ernest Walker, Bankrupt

320 acres, North 1/2 of section 29, 3 north, 2 east.  
40 acres, S.E. 1/4 of S.E. 1/4 of Sec. 23, 3 north, 1 east.  
80 acres, E. 1/2 of the S.E. 1/4 of Sec. 5, 3 north, 1 east.  
160 acres, S.E. 1/4 of Sec. 2, 3 north, 1 east.  
26 2/3 acres, S.E. 1/4 of Sec. 19, 1 north, 2 east.  
106 2/3 acres, or undivided 1-3 interest in W. 1/2 of Sec. 2, 1 north, 4 east.  
53 1-3 acres, or undivided 1-3 interest in N.W. 1/4 of Sec. 14, 1 north, 1 east.  
53 1-3 acres, or undivided 1-3 interest in E. 1/2 of N.W. 1/4 & N.E. 1/4 of S.W. 1/4 of Sec. 17, 1 north, 1 east.  
Buckeye Lands.  
160 acres, S.W. 1/4 of the N.W. 1/4 & N.W. 1/4 of the S.W. 1/4 of Sec. 10, and the N.E. 1/4 of the S.E. 1/4 & the S.E. 1/4 of N.E. 1/4 of Sec. 9, 1 south, 2 west.  
160 acres, S.E. 1/4 of Sec. 12, 1 south, 4 west.  
160 acres, N.E. 1/4 of N.W. 1/4 and N.W. 1/4 of N.E. 1/4 of Sec. 21, 1 south, 4 west.

**Florence Land.**  
160 acres, N.E. 1/4 of Sec. 21, 5 south, of range 9.  
**City Property.**  
Lots 25, 26, 27, 28, 29, Bk. D, University Add.  
Lot 24, Hooper's Sub-division.  
Lot 3, Bk. 24, Churchill Add.  
Lots 16 and 12, Bk. 3, Montgomery Add.  
Lot 5, Bk. 3, Calderwood Add.  
Lots 2 and 4, Bk. 9, Mont. Add.  
Lots 8 and 9, Bk. 20, Collins Add.  
Lots 7, 8, 9, 10, 11, Bk. 3, Capitol Add.

75 feet off the east end of lot 10, Bk. 3, Calderwood, and 95 feet off the south end of lot 2, Bk. 9, Montgomery Add.  
750 ft. 1 1/2 inch Manila rope, new.  
One frame 3-room cottage at Iron Springs.  
One full set of extra fine surveying instruments, steel tape, 100 feet, and chain, pins, etc.  
One Oliver typewriter.  
One case of mineral specimens.  
Two brick wheelbarrows, new.  
25 gallons mixed paints, mineral.  
One buggy pole.  
One grind stone.  
One 60-horse-power gasoline engine.  
Western manufacture.  
Two roll top desks.  
One bookkeeper's desk.  
One flat office table.  
All offers must be submitted in writing to F. H. ENSIGN, Trustee, Estate J. Ernest Walker, Bankrupt.

**For Rent**  
ROOMS FOR LIGHT HOUSE-KEEPING.  
2 rooms and screen room, electric lights, gas range, free water. Rent, \$18.00.  
2 rooms, bath, electric lights, gas range, wood stove, free water. Rent, \$22.00.  
3 rooms, bath, electric lights, gas range, sink in house, free water. Rent, \$22.00.

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that 2,000,000 horses would be thrown out of work and that horse breeders would starve. The trolley is well-nigh universal, and yet more horses are raised each year than the year before and they bring better prices.

The horse interests have ever fought the automobile. There have been thousands of columns of arguments published against it, and short-sighted men have advocated such heavy taxation against it, that a great and ever growing industry would have been sadly hampered, had half the unwise legislation planned been put into execution.

Now highway experts, aided by the motor car interests and by a powerful association of London and its suburbs, have turned like the trodden worm and started an attack on the horse.

The claim they advance is that the polluting of all public thoroughfares is done not by automobilists, but by horses; that if no horses were allowed to drop organic matter on public thoroughfares, the dust nuisance would soon be naught but an unpleasant memory. They advance the logical statement that the nuisance created by hundreds of thousands of horses is detrimental to public health and a menace to the pavements, and they charge that the continual cleansing of the streets because of this traffic imposes a vast and an unjust tax upon the citizens.

It was a source of great gratification to the American chairman to be frankly told in both France and England that this nation has stepped ahead of both those nations in the testing of materials for building macadam roads. Various experiments conducted by the office of public roads have developed the fact that it is possible in road building to obtain a better bonded surface by using rocks, such as limestone, with silicious rocks, such as granite or sandstone.

That discovery—embodied in publications sent out through the United States department of agriculture—had been adopted by some of the British highway engineers, and while in England Mr. Page was driven over a number of stretches of splendid highway built by the blending of such material and was commended by those who built them.

In conjunction with that phase of highway construction, Mr. Page was asked if it were possible for his office to receive about 200 samples of the characteristic road building rocks of Great Britain and make a laboratory test of them.

It was specifically stated in the official invitation sent from France many months ago that the congress at Paris was called for the purpose of discussing the effect of automobile traffic upon public highways and if deemed detrimental to devise means of overcoming the effect. Asked what conclusion was reached by the congress, Mr. Page said that automobile traffic and its effect was very thoroughly discussed and that many brilliant papers were presented. Every phase of the question being treated. As it was impossible to arrive at a unanimous conclusion, the question of damage done was left for a later determination. It was the consensus of opinion, however, that

automobiles driven at ordinary rates of speed are not especially harmful to good highways.

Mr. Page was especially impressed by the laws regulating automobile traffic in practically all portions of France and England. Unlike the laws prevailing in nearly every section of this country, the motor car restrictions of those countries are framed for the purpose of stopping reckless driving and the officers responsible for their enforcement are not restricted as are American officials. No speed limit provisions are incorporated in the laws of France or England. If in the judgment of an officer, a motor car driver is reckless, even if proceeding at less than eight miles an hour, he is subject to arrest. If, on the other hand, he is proceeding at express speed on a broad thoroughfare, free from other traffic, and is not endangering the lives or the property of others, he is well within his rights and may not be interfered with.

## TEA

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Your grocer returns your money if you don't like Schilling's Best; we say him.

**Exploding a Musty Myth.**  
The old-time idea was that the farmer toiled from dawn till dark—sixteen and eighteen hours a day, and had a very much more difficult life of it than the artisan with union labor hour sor a professional man twiddling his pen over writing paper six hours a day. The new farmer knows that though the day's work may be sixteen hours in the rush season, it is often less than four hours in the rainy and dull seasons, and that the farmer's day's work totals up fewer hours for the whole year than the artisan's; to be exact, I think the figures are between six and seven hours for a average. The new farmer knows to a cent what his labor costs him in wages and board, and what returns in cash that labor gives him, and whether the margin of profit is big enough to guarantee

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an investment of \$2,000.00 which will more than double each year for the next five years. Yours for business.

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Just been put on the market, 28 choice lots, full size, in the northeast part of the city with all city conveniences. You can buy one or more of these beautiful lots for \$200 apiece; pay what you wish down, and the balance in monthly installments, as you would pay rent. Come and see me and I will help you to build a home.

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The recent financial panic brought to light many good illustrations of the possibility of a "sure thing." Scores of people lost their money on what they were led to believe were perfectly solid investments that were "sure to win."

There are vast multitudes of people living in poverty, many of them homeless and even without the ordinary necessities of life, just because they could not resist the temptation to gamble, to risk enough to make them comfortable in some get-rich-quick scheme, which they were told was a "sure thing."

Put your savings into Phoenix real estate. It is no gamble. It is a legitimate, profitable investment.

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An 80-acre ranch, about 50 acres in alfalfa and 30 being put in grain. A fine piece of land. Small young orchard. A 3-room portable house. Will sell 40 acres of this land. Price, per acre \$125.  
Another fine 80-acre ranch—of which about 70 acres are in alfalfa and 10 acres in grain; fenced and cross-fenced; orchard and vineyard; 5-room frame house. A very good buy. Per acre.....\$150  
10-acre tract, all in cultivation. Fine berry and small fruit ranch. Water every 4 days. A choice piece of land cheap, at, per acre \$150  
9 acres, with small house on it, close to the Indian school. Will sell 4 1/2 acres. A snap at, per acre.....\$225

## CITY PROPERTY

A beautiful residence, on 1/2 acre of ground, 7 rooms, modern, nice barn and stable, lots of shade and fruit. A bargain. \$1500 cash; the balance to suit the purchaser. Price.....\$3900  
Good 5-room frame cottage on about 2 1/2 acres of ground, nearly all in fruit. Certainly a big bargain for somebody. \$1200 cash, balance in 3 annual payments. Price.....\$3200  
A nice 6-room cottage on W. Monroe street. Must be sold as owner is leaving city. 80x140 feet of ground; lots of shade; house has bath, electric lights, etc. Half cash. For a few days only.....\$2300

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WHEN YOU'VE SEEN EVERYTHING OTHERS HAVE TO SHOW YOU, COME TO SEE US. BUT YOU'LL SAVE TIME BY COMING TO US FIRST.

keeping certain hired men—Agnes C. Lant, in the Outing Magazine for December.

**Satisfaction.**  
Stern Officer (on German frontier)—Passport, Sir!

Gentle Graduate of Yale—Jerushy John! Forgive all about—that is, I did not know I had to show it here. I—well—hold on! Here! (Produces a here-ribboned and be-sealed document) Here you are at last. Excuse me, I did not know you were the proper officer.

Officer (Tries to read the Latin)—Ha—Phitum—Ha—His Emportum—Hal! (Returns signed parchment) Vis, sars! It is sufficient! Excuse me! It is of the High Royal Household. Special Envoy. Much apoloze. Humoury? Go at once.

Graduate (relieved)—Great Scott! That was a close shave! That's the best thing a Yale diploma ever did for me.—From the Bohemian for December.

**The Necessary Luxuries of Christmas.**  
Shall we give presents this Christmas? asks Appleton's for December.

We have been through a period of hard times. Whether we have less or not, we feel we have less—all this talk of hard times has made us feel so. In hard times we have to cut down our expenses. We can't cut off luxuries, Christmas gifts are not necessities. They are luxuries. Should they then be cut off? We believe not. We believe they are necessary luxuries.

A Christmas without presents would be like a concert without music—it would be a Christmas in name only. Is Christmas worth while? Has it any value? Does it do any good? It doesn't make the country richer. It has no practical value.

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Don't Wait

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## \$4000 for Thirty Acres

This tract is in the most sheltered part of the Valley, about one and a half miles east of Mungers and within three hundred yards of the Cook and Ward Orange Groves. There is more demand for and will be greater advance in orange land than any other realty.

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OPEN FOR INSPECTION

This house is located in the 1000 block on the North Central Boulevard, the choicest residence district of Phoenix. It is built on a corner lot 62 1/2 feet front—135 feet deep. It has 5 rooms, a screened sleeping room, modern bath room and a Butler pantry. The inside finishing is second to nothing in Phoenix. Price \$5,000. \$1,500 down, balance on time.

See this House then see

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40 acres, all in alfalfa; \$125 per acre.  
160 acres, good stand of alfalfa, house, windmill, tank, etc., barn, shade; \$100 per acre.  
Good orange, best, alfalfa or truck lands in small or large tracts. Good terms.

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Every farmer should raise them. We are now ready to contract for this season's supply and will be glad to give any information regarding the raising of this profitable crop. Our agents will call on you soon.

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Houses, Rooms and Ranches.  
**E. L. King & Co.**  
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who returns to the Salt River valley tells us he can find nothing in the west equal to it. Then why wait? Get in now and take the benefit of the inevitable rise in value. Here are some chances that won't keep long:

6-room brick house with three lots and all modern improvements near the capital—\$3500.  
6-room brick, all modern, nearly new, and furnished, close to school, 100-foot lot—\$3500.  
80 acres fine sugar beet land—\$60.00.

15 acre chicken ranch, all fenced with stock fence; new house, barn, well, chicken houses, fruit, 3 miles from Phoenix—\$5000.

**L. J. RICE,**  
Mgr. Trust Dept. Union Bank.

## \$1,000

BUYS 2 LOTS AND A GOOD HOUSE IN GLENDALE IF TAKEN SOON.

**Marshall, Kay & Co.**  
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A nice 7-room house, 2 lots, in good location, partly furnished, fine shade and city water, electric lights and bath, in good condition. On easy terms—\$100 down and balance like rent.

**A. R. TAYLOR,**  
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60 ACRES FINE ORANGE LAND, BEST LOCATION—\$100 PER ACRE.

**J. L. IRVIN**  
Real Estate, Insurance, Rentals.  
No. 11 North First Ave.

## FOR SALE

40 acres of orange land on Central avenue at \$30 per acre.  
120 acres Glendale loess, all fenced and cross-fenced; 65 acres in alfalfa; 3-room house, nice young orchard, good water right. Price \$85 per acre.  
Also a large list of city property for sale.

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